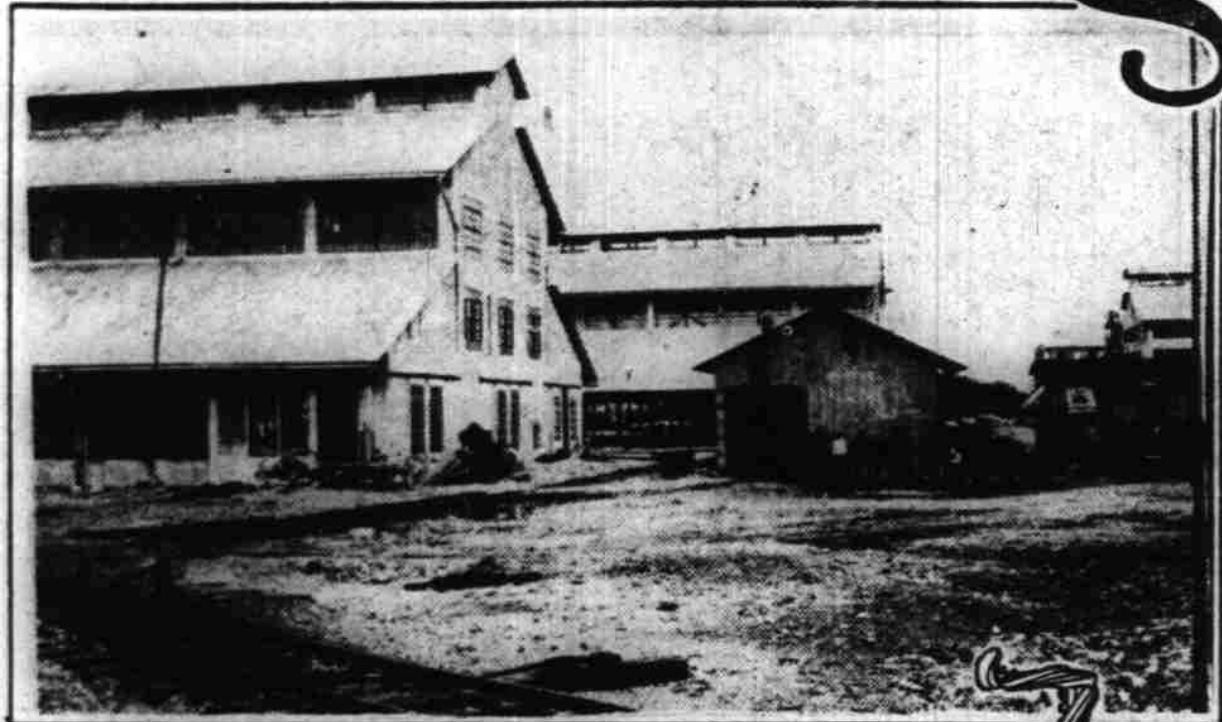
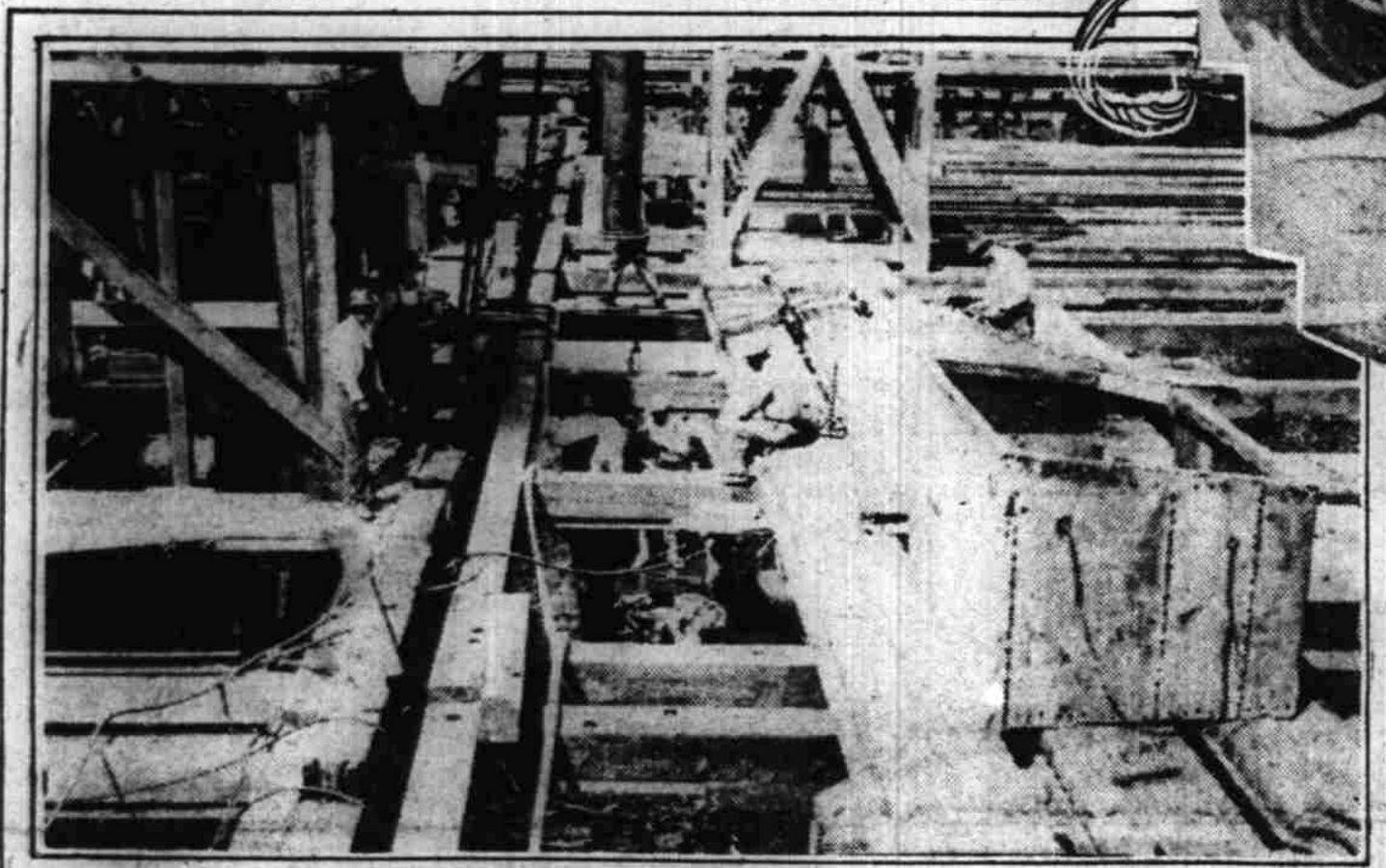


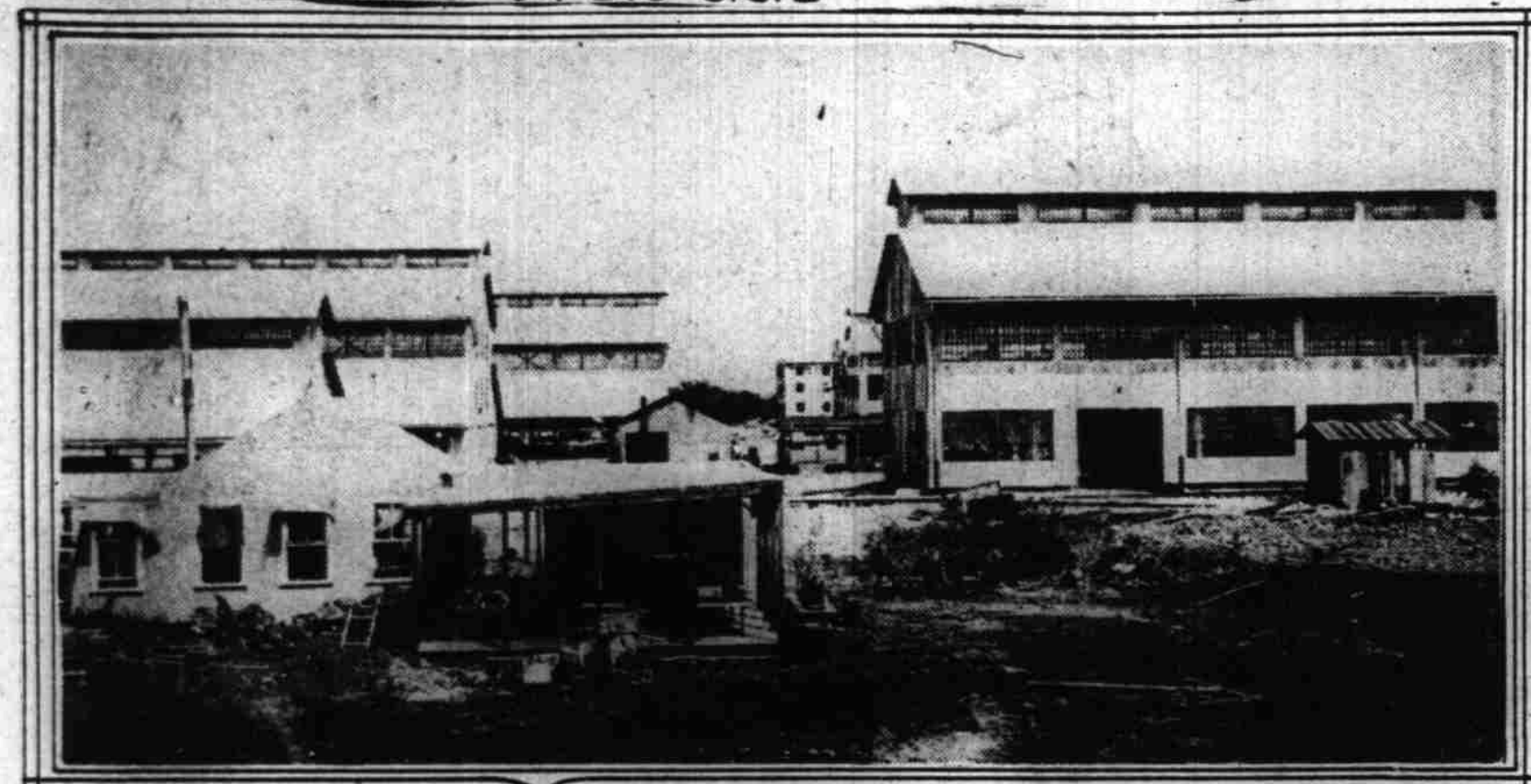
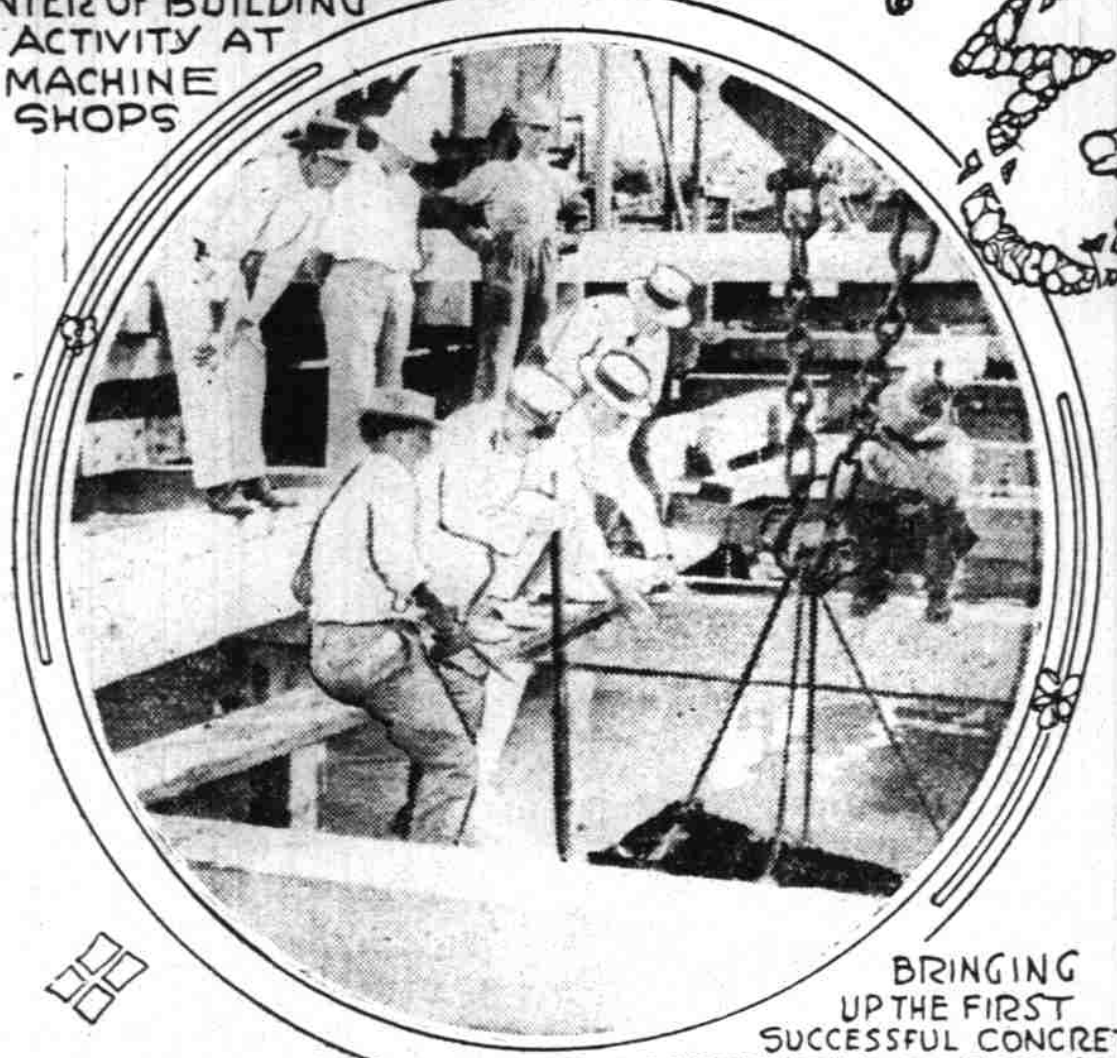
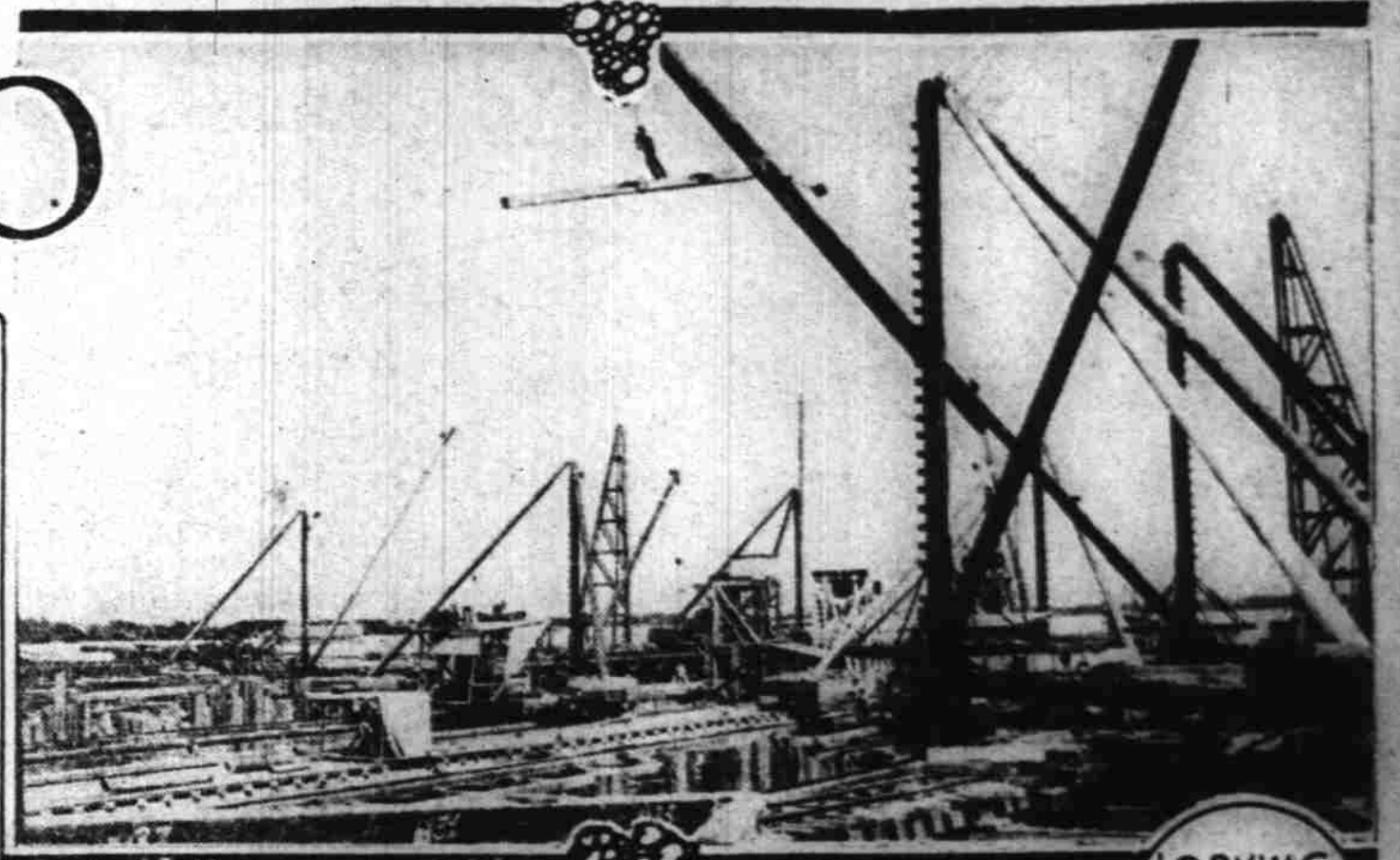
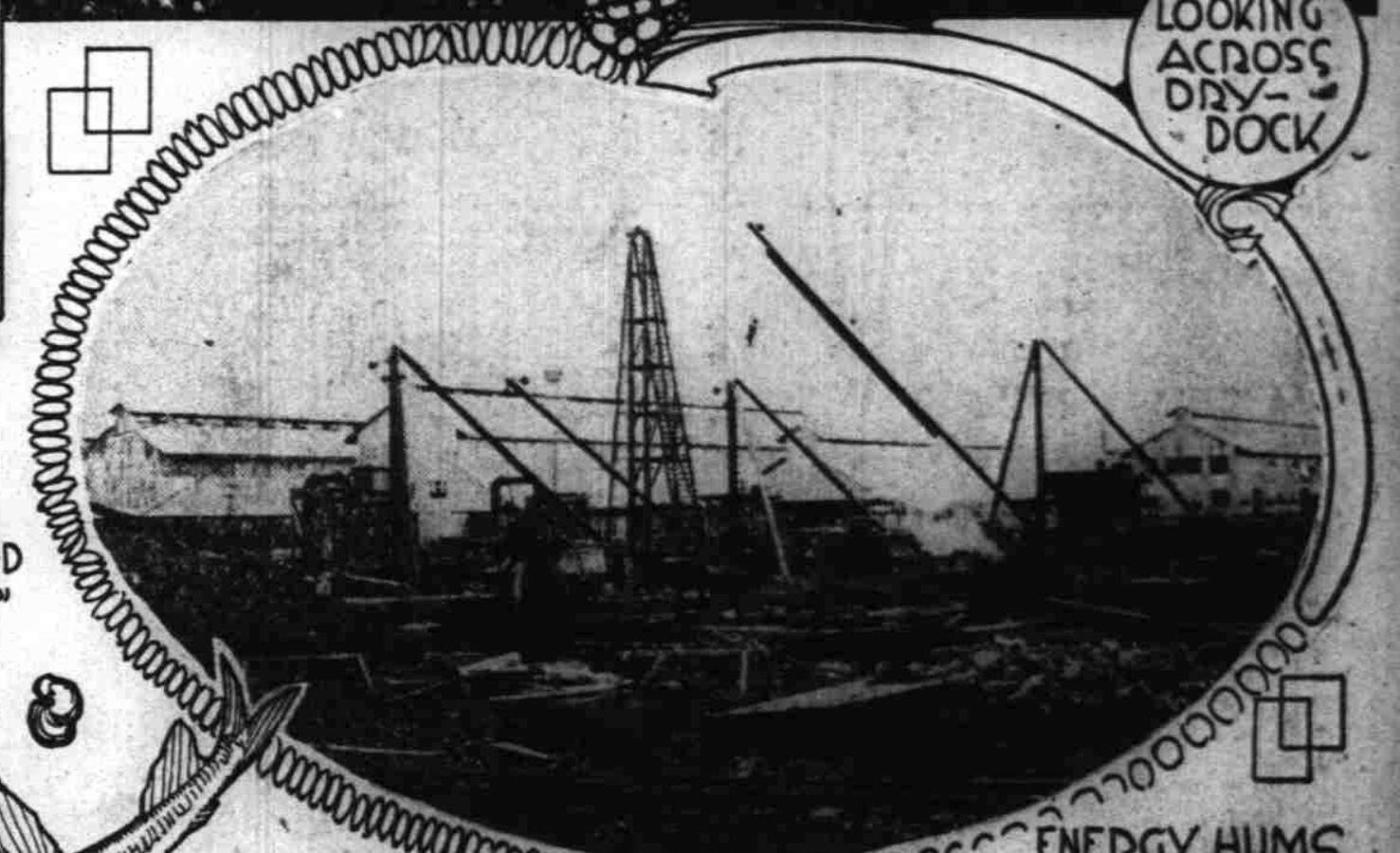
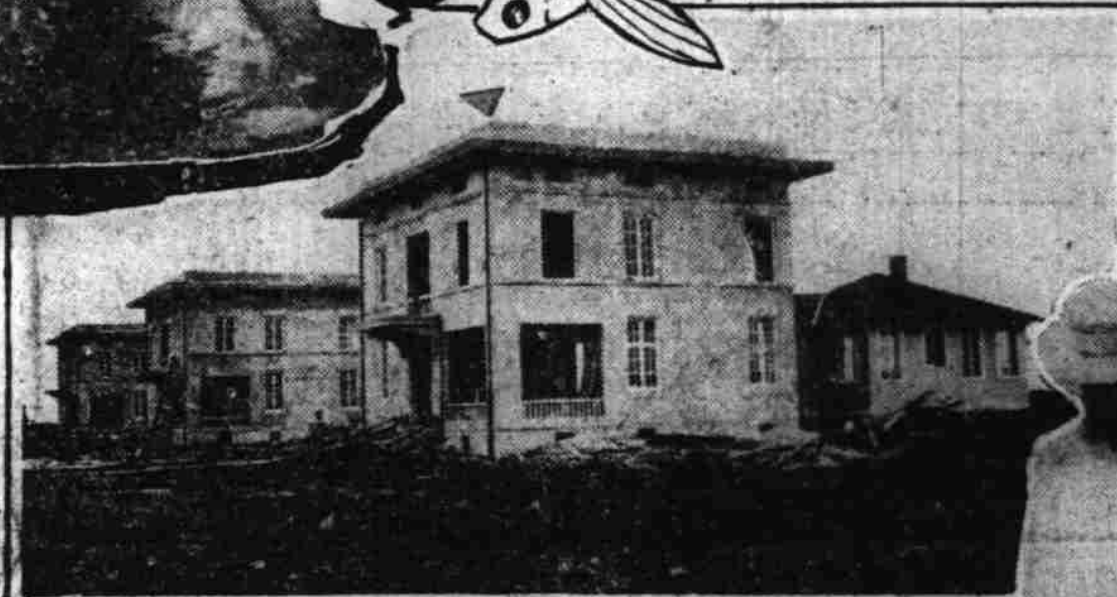
# From CORAL STRANDS TO A GREAT NAVAL STATION



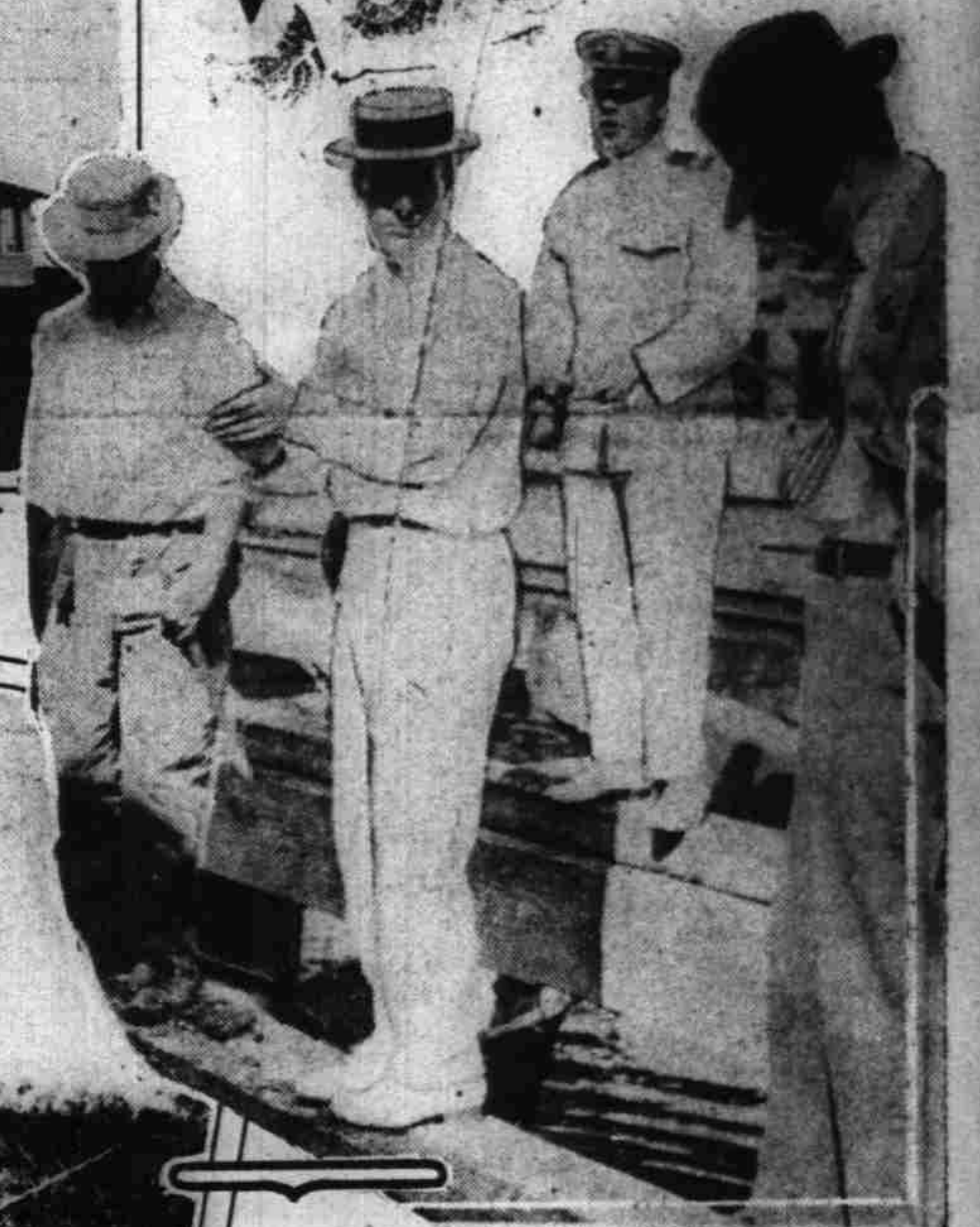
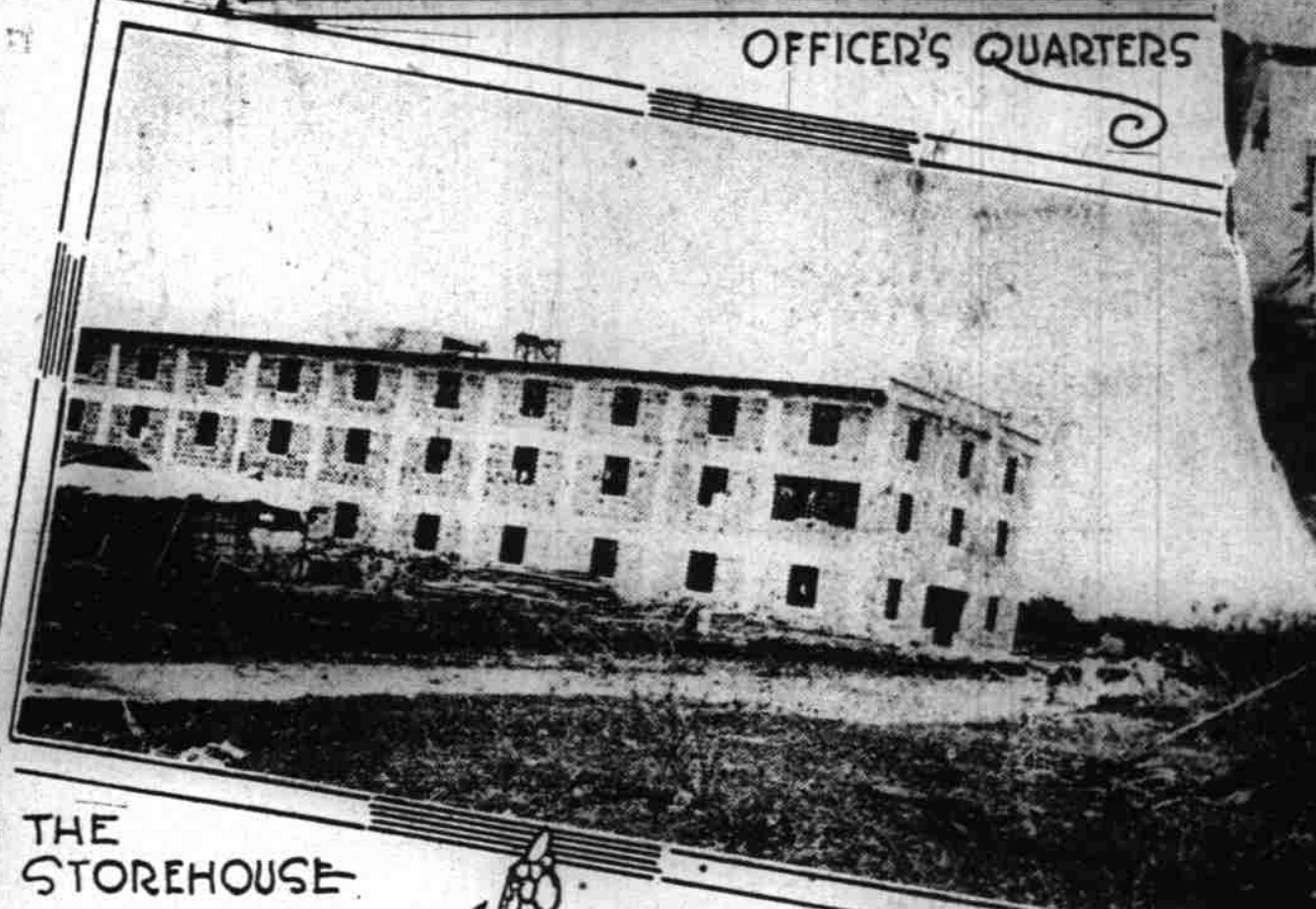
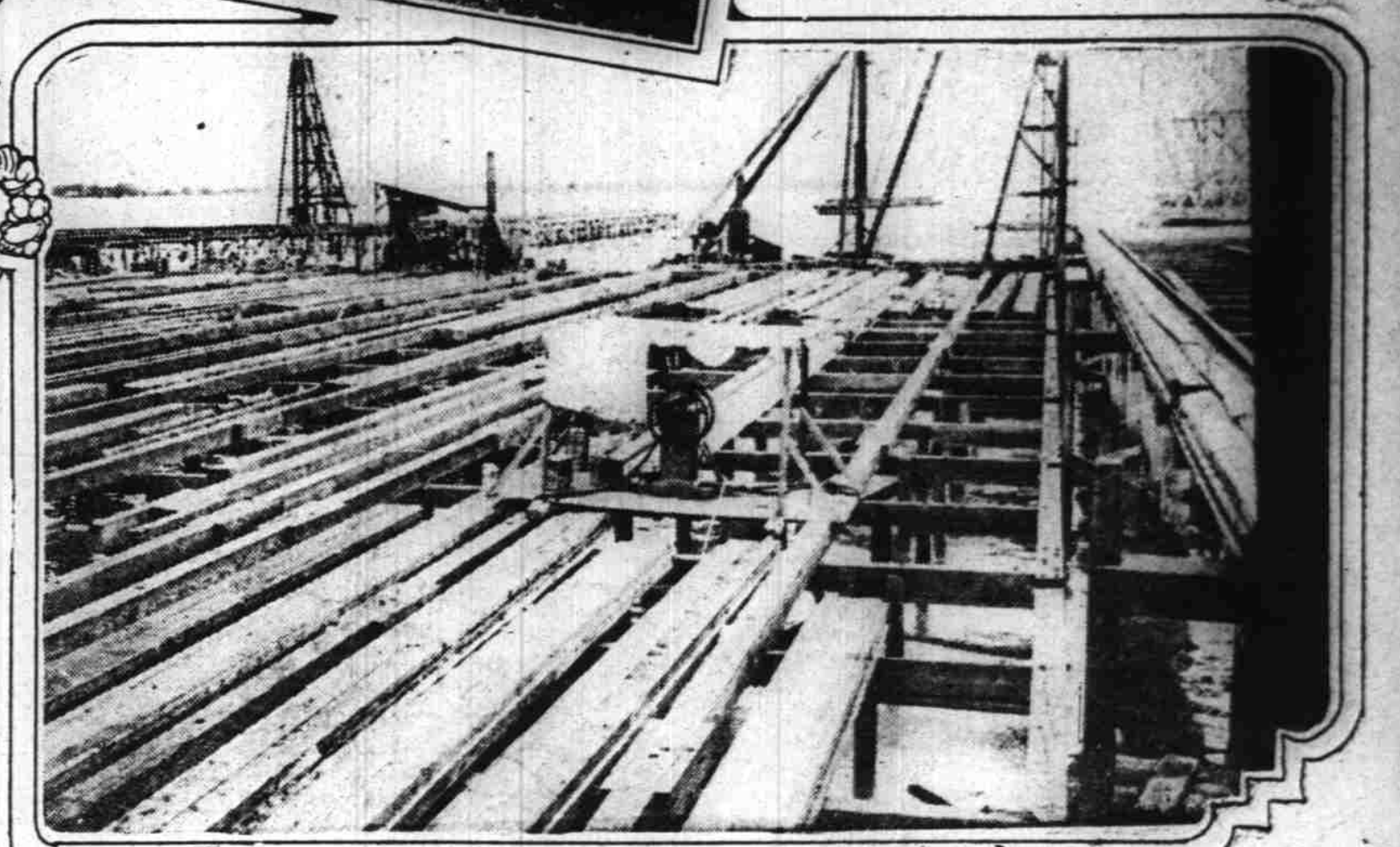
VIEW OF MACHINE SHOPS



AT WORK ON BIG CRIB

A CENTER OF BUILDING  
ACTIVITY AT  
MACHINE  
SHOPSDIVER COMING UP  
FROM EXAMINING  
CONCRETE DRY-  
DOCK BOTTOM.ADMIRAL  
W.C. COWLES  
"PUTTING IN  
SOME GOOD  
LICKS"LOOKING  
ACROSS  
DRY-  
DOCKENERGY HUMS  
TO COMPLETE DOCK  
AND BUILDINGS

OFFICER'S QUARTERS

SOME OF THE MEN  
"ON THE JOB"THE  
STOREHOUSE

VIEW SEAWARD ALONG DRY DOCK

—Photos by Jesse H. Buffum

(The photographs above were taken by Jesse H. Buffum, a few days before the disaster to the big drydock at Pearl Harbor, and constitute the latest set of pictures of the great dock as it looked when nearing completion. Compare these photographs of the drydock with those on the next page, also by Mr. Buffum and taken after the disaster, and the extent of the damage can be faintly guessed at. It is to be noted, however, that the accident to the drydock does not affect the rest of the work, and that the navy engineers are already planning how to give battle to and ultimately defeat the forces of nature that wrought to wreck the dock temporarily.)

Although the great drydock at Pearl Harbor is partially destroyed, meaning a delay possibly of years beyond the original time set for completion—1915—the rest of the constructive work on the navy yard is going right along, as though nothing unusual had happened. The clang of riveters and the rumble of the little yard engines over the rough trackage that links the various centers of construction, are heard incessantly, and the prospects now are that there will be a finished navy yard before the big basin is ready to receive its first ship.

The "blowing up" of the drydock has been the means of acquainting many Honoluluans with the extent of the work that is going on at the new naval station. For several years past Uncle Sam has been displacing the quiet waters of Pearl Harbor with hard coin, and when the dredging of the channel was completed at a cost of more than \$3,000,000, the land adjacent to the drydock site was found to be a fertile field for the sowing of gold. Millions of dollars were appropriated by congress for the construc-

tion of drydock and naval station, and soon buildings and machinery took the place of guava bushes and lantana. During the last few days hundreds of persons who had only a vague idea of what the Pearl Harbor project amounted to, visited the station to view the ruins of the drydock, and expressed surprise at the progress that had been made with the station proper.

As the station now stands, there are seven industrial buildings almost completed, and now ready to receive the machinery intended for them. The marine barracks is half complete, while the quarters for the marine officers, three double sets, are all ready for occupancy. A wharf is being built at the site selected for the coal storage plant, and the big container and handling machinery installed. There are also large tanks for the storage of fuel oil. Work has been started on the naval officers' quarters, and these buildings will be rushed to completion.

In round numbers, and including the cost of dredging the harbor channel, Pearl Harbor is costing Uncle Sam something like \$16,000,000. The total estimated cost of the repair plant, drydock, naval magazine, marine corps post, naval hospital, coaling plant, and fuel oil and gasoline supply depots is \$12,631,500. This is exclusive of the cost of repairing the recent damage to the drydock, and the added expense that will be incurred to guard against another catastrophe. Of this vast sum \$10,466,250 has already been appropriated, while \$1,228,250 is now before congress in estimates for new work. The channel dredging cost \$3,660,000, and has already been paid for.

Pearl Harbor is the government's biggest naval project, and besides its

defensive importance to Honolulu, it means thousands of dollars a month in cold cash, and will mean more as time goes on and the yard goes into actual operation.

## HAZARDVILLE TO LOSE THE POWDER MILLS

HAZARDVILLE, Conn., Feb. 5.—Word was received here today from officials of the Hercules Powder

company of Wilmington, Del., that operations at the local branch will be suspended indefinitely. Officials here generally regarded this order as the end of powder making in this town. It is believed that the order is the direct result of the recent explosion, which killed two men, injured several more, and destroyed four of the principal mills.

The making of powder in Hazardville began in 1835 and since that time there have been early 100 ex-

plosions and 50 persons have been killed. Up until a few years ago, about 125 hands were employed, but in 1903 the making of blasting powder was discontinued, reducing the number of hands. For the past few years 13 mills, employing about 30 hands, have been engaged in making powder for sporting purposes only.

It takes only time and patience, and the willingness to pay good prices for purebred bulls of proven ancestry

to grade up a herd of ordinary dairy cows until they are practically purebred. Six crosses of purebred bulls will eliminate 98 per cent of the scrub blood of the original herd. So our advice to the average dairyman is— and we may repeat it often—buy a purebred dairy bull, test your cows and keep the helper calves from the best of them. You'll be surprised to see how the cream checks will grow. —Sacramento Live Stock and Dairy Journal.

## SAFE COUGH MEDICINE.

Mothers everywhere object to giving their children medicines that contain opiates and for this reason Chamberlain's Cough Remedy has become a general favorite. This remedy contains absolutely nothing injurious and for the prompt relief of coughs, colds, croup and whooping cough, it has no equal. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.—advertisement.